

COUNTRY	Eastern Germany		
TOPIC	Brand Airfield		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	25X1		
DATE OBTAINED	25X1	DATE PREPARED	28 August 1952
REFERENCES	5		
PAGES	ENCLOSURES (NO. & TYPE)		
REMARKS			

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1. The following observations were made at Brand airfield between 14 and 30 July 1952:
 14 July. Although the weather was favorable, there was no flying throughout the day.
 At 9:30 p.m., night flying started. Three jet bombers took off and landed at about
 9:50 p.m., coming from the east. About 60 take-offs were observed up to 2 a.m. The
 runway lights were not switched on, but the runway was illuminated by searchlights
 which were located along the taxiway. No obstacle lights were observed. Light
 signals were repeatedly fired from the ground and from aircraft.
 16 July. A type-27 jet bomber took off at 5:20 a.m. and landed at 6 a.m. There was
 a light ground haze. Another type-27 plane [] took off at 5:40 a.m.
 and landed at 5:55 a.m. Subsequently, three type-27 planes []
 took off in rapid succession and landed after about 30 minutes. Flying
 continued up to about 1 p.m.

18 July. Flying was observed between 5:50 and 11:30 a.m. The following take-offs
 and landings were observed:

Take-Off	Landing	Aircraft
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5:50 a.m.	6:20 a.m.	Type-27
6:00 "	6:25 "	Type-30
6:30 "	6:50 "	Type-30
6:55 "	7:30 "	Type-27
7:20 "	7:55 "	Type-27
7:50 "	8:20 "	Type-27
8:30 "	9:00 "	Type-27
8:31 "	9:00 "	Type-30
8:32 "	9:00 "	Type-30

The latter three planes practiced flying in a wedge formation. They landed aft of
 each other at a distance of about 800 meters. Subsequently, two type-27 planes []
 and a type-30 plane [] took off.

19 July. Between 6 a.m. and 12:30 p.m., flying was practiced. It was raining, and
 there was a strong wind from the south. Seven type-27 planes took off individually
 at 6:15 a.m., assembled in two formations of four and three planes which flew in
 one line with regular intervals. The aircraft landed about noon. Between 10:20 and
 11:45, the following planes took off and landed at the field:

Take-Off	Landing	Aircraft
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10:20 a.m.	11 a.m.	Type-27 planes []
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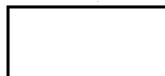
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	<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
25X1	10:30 a.m.	11 a.m.	Type-27 planes
25X1	11:05 "	11:45 "	Type-27s

20 July. No day or night flying was practiced. At 5 a.m., 19 jet bombers were parked in two groups of 12 and 7 planes in front of the flight control building.

21 July. There was no flying throughout the day. At 9 a.m. night flying started. There was a light ground haze and a starry sky. Flying continued up to about 2 a.m. The following take-offs and landings were observed:

<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
9:15 p.m.	9:45 p.m.	3 jet bombers; intervals of 1 minute between the individual take-offs
9:20 "	9:50 "	5 jet bombers; intervals of 1 minute between the individual take-offs; the planes assembled in a formation after the take-off
10:00 "	10:40 "	2 jet bombers; intervals of 2 minutes between the take-offs
11:00 "	11:50 "	15 jet bombers; the take-offs were made at short intervals, the landings at intervals of 500 to 800 meters.

22 July. No flying was observed throughout the day. At 6 a.m., 17 jet bombers were parked in four groups of 6, 4, 4, and 3 planes respectively from east to west. Two jet bombers were observed in the woods, 200 meters north of the eastern third of the runway. From 10 to 12 men were working on each plane.

23 July. Flying started at 6 a.m. and still continued at 11 a.m. The following take-offs and landings were observed:

	<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
25X1	6:00 a.m.	6:20 a.m.	Type-30
	6:05 "	6:35 "	Type-30
	6:15 "	6:40 "	Type-27
	6:50 "	7:25 "	Type-27
	6:55 "	7:30 "	Type-27
	7:00 "	7:20 "	Type-27
	8:00 "	8:50 "	Type-27
	8:05 "	8:35 "	Type-27
	8:10 "	8:40 "	Type-27

25X1 Between 9 and 11 a.m., more take-offs were made by jet bombers of both types. The type-30 plane took off and landed ten times.

25 July. At 5 a.m., 19 jet bombers were parked in two groups of 12 and 7 aircraft near the flight control station. Seven jet bombers were being refueled. Flying started at 6 a.m. The following take-offs and landings were made:

	<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
25X1	6:00 a.m.	6:15 a.m.	Type-30
	6:16 "	6:35 "	Type-30
	6:20 "	6:50 "	Type-27
	6:22 "	6:52 "	Type-27
	6:25 "	6:55 "	Type-27
	7:00 "	7:50 "	Type-27
	7:01 "	7:51 "	Type-30
	7:02 "	7:55 "	Type-27

30 July. Between 5:50 a.m. and about noon, there was flying by jet bombers. The following take-offs and landings were observed:

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	<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
25X1	5:50 a.m.	6:50 a.m.	Type-30
	5:50 "	6:30 "	Type-27
	6:55 "	7:40 "	Type-30
	6:56 "	7:50 "	Type-27
25X1	8:50 "	9:25 "	Type-27
	8:51 "	9:25 "	Type-30
25X1	9:00 "	9:50 "	Type-27

25X1 At 5:50 a.m., three planes practiced formation flying in wedge formation. The type-30 plane [redacted] led the formation. The planes landed at 9:25 a.m. with intervals of 500 meters between each other. The type-27 plane [redacted] flew so high that it could scarcely be observed through field glasses. At 10 a.m., four type-27 jet bombers took off at intervals of 500 meters. The planes immediately assembled in line abreast formation, the plane which took off first flying at the left. They landed at 10:50 a.m. Subsequently, 12 more take-offs were made by jet bombers. No flying was practiced on 15, 17, 24, 26, 27, 28 and 29 July. None of the planes which were observed flying was fitted with auxiliary fuel tanks. (1)

25X1 2. An AA gun emplacement was observed east of the eastern end of the runway.

[redacted] 3. The following observations were made at the field between 21 July and 2 August:
 25X1 21 July. Intensive flying started a few minutes past 9 p.m. Between 9:05 and 9:25 p.m., eight individual take-offs were observed. Flying still continued at 1 a.m. Since no vehicular traffic was observed on the road to the bomb dump, 25X1 the planes flew without bombs.

25X1 22 July. There was no flying. Two type-27 jet bombers [redacted] were observed on the hardstand.

25X1 bombers, only small numbers were observed [redacted] bombers. The large numbers on the nose were no longer seen.

25X1 23 July. Between 6 a.m. and 1:30 p.m., individual take-offs were made by 6 to 8 jet bombers, [redacted]

25X1 24 July. There was no flying.

25X1 25 July. During the morning and up to about 1 p.m., jet bombers took off. From 4 to 5 planes were simultaneously aloft and practiced flying over the field at high altitudes. Major Mironenko (Snu) estimated their altitude at 6,000 meters. [redacted]

26 July. There was no flying up to 1:30 p.m.

28 and 29 July. There was no flying although the weather was favorable.

25X1 30 July. Flying started about 6 a.m. Four or five take-offs were observed per hour. The planes climbed quickly and flew over the field at an altitude of about 4,000 meters. Two type-27 jet bombers [redacted] were observed on the hardstand.

25X1 31 July. There was no flying.

1 August. Between 6 a.m. and 2 p.m., individual take-offs were made. The planes assembled in formation. Nine aircraft were observed flying in wedge formation. At 2 p.m., a formation of aircraft [redacted]

25X1 Major Mironenko, the plane [redacted] According to [redacted] was flown by the commanding officer at the field.

2 August. Up to 1:30 p.m., there was no air activity although the weather was fair. (1)

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4. After 30 July, the eight 37-mm AA guns which were previously observed in the old cantonment were no longer there. On 31 July, five 37-mm AA guns were observed about 100 meters west of the AA gun emplacement at the western end of the southern taxiway. The guns were parked in N-S direction and 60 meters apart. The newly observed guns were not dug in, while the guns previously observed in the old emplacement had been dug in. Captain Lenkin (fnu) was responsible for the quarters of the AAA personnel. As the Little Town, referred to as Staedtchen, was not yet completed, the personnel were temporarily quartered in three low wooden buildings, east of the transformer station. One temporary building was occupied on 1 August, another one on 2 August and a third one was to be occupied on 5 August. (2)

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5. [redacted] it appeared that the flight personnel were exclusively officers. During air activity, these officers were only recognized from their service caps with oak leaves. Many sub-light aircraft were observed when there was no flying. All the flying personnel observed had light blue pipings and the middle stripe on their epaulets was almost white. (3)
6. On the evening of 24 July, bombs in crates, each 1.2 to 1.3 meters x 40 to 50 centimeters, were unloaded from a railroad car. The olive drab bombs had a ring-shaped rudder. (4)
7. Every day between 21 and 26 July, preliminary parachute training was practiced at the field from a platform about 10 meters high. (5)
8. An employee at the field observed on 26 July that all personnel, who wore black-bordered blue and red-bordered black epaulets, practiced marching with donned gas masks for two hours in the vicinity of the cantonment.
9. During night flying, a patrol using a gray Opel-Kapitaen sedan guarded the field border at Brand-Briesen road where the field could be observed from the outside. The vehicle drove with dimmed headlights. Watchtowers about 1 km apart were erected along the northern field border. During air activity, each watchtower was occupied by a sentry who was equipped with field glasses. Another sentry was posted at the foot of each watchtower. (6)
10. The 32 shrapnelproof aircraft revetments previously scheduled to be built was increased to 52. Ten shrapnelproof revetments each with a 15-cm concrete cover, were to be constructed under camouflage in the forest both at the northwestern and northeastern sides of the northern taxiway. Each group of 10 revetments was to be provided with an approach road with a maximum length of 600 meters and a width of 12 m. A concrete apron of 450 square meters was to be built in front of each revetment. The design of the shrapnelproof revetment was made by the Brandenburg Pannion. This, however, did not find the approval of the construction management at the field. Thereupon, the senior construction staff gave permission to the construction management at the field to construct revetments based on its own design but retaining the measurement of the original plan. The target date for the completion of all revetments was fixed on 1 December 1952. The estimated total construction costs amounted to 1.25 million eastmarks. (7)

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(1)

Comments.

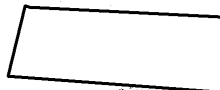
counted 19 parked aircraft at the field on the days when no flights were made.

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- (2) The AAA gun emplacement on the eastern end of the runway is known from previous information. The transfer of the AA guns from the cantonment to the west end of the southern taxiway probably was necessary because of the nearness to the billets. As the guns were not dug in at their new locations they are probably stationed there only temporarily. Captain Menkin has been stationed in Brand since December 1951. He is a member of the OATB of the bomber regiment. The information that the Little Town, referred to as Staedtchen, is to be occupied by the AA unit, the observations that personnel wearing red-bordered black and black-bordered blue epaulets were involved in joint practices and the recently observed appearance of air force [redacted] with the AA unit lead to the conclusion that the AA unit is possibly subordinate to the air unit at the field. The Staedtchen is located north of Jagen (forest-subaroads) 54 and 55. [redacted]
- (3) These observations confirm the previous assumption that all the flying personnel are officers. Major Mironenko is responsible for construction work at Brand, Welzow and Cottbus airfields.
- (4) From the size of the crates, it is inferred that they contained 50-kg bombs.
- (5) The preliminary parachute training was made from the same type of scaffold as was used in the U.S.S.R.
- (6) Security measures at the field have been intensified. Watchtowers have been observed at other airfields in Eastern Germany.
- (7) The construction plans for the shrapnel-proof revetments were handed over to the construction staff on 19 July 1952. The information that the number of revetment was to be increased from 32 to 52 may indicate that the number of aircraft at the field will probably be increased.

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